

Format for the evening:

1. Short recap presentation
2. Details and discussion provided at Topic Stations
3. Topic Stations include:
 - a) Streetscape Design Theme
 - b) Multi-modal system Design
 - c) Roadway Design
 - d) Planning Frameworks

To help us get through this complex information and to answer all of your questions, we ask that all comments and questions about the plan be made at the topic stations, where experts are available to best address them.



We were provided a Vision:

- A unique sense of place
- Enhanced fluidity of movement
- Environmental sensitivity
- Enhanced connectivity
- Transportation modes of all types
- An active pedestrian life
- Safety and accessibility
- An attractive urban thoroughfare
- An irresistible gathering place

Six Forks Corridor Study Area



Our job included:

- Sharing our work with you and listening to all input
- Conducting technical analysis
- Working with agencies on technical requirements
- Responding to the realities of site
- Creating acceptable compromises, while holding onto the Vision
- Maximizing the outcome to create the most benefit for all interests

With you, we have accomplished:

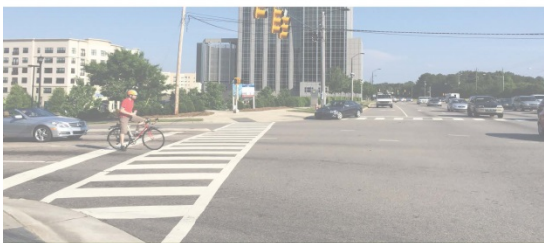
- Alignment between Vision, Site and Agencies
- A context sensitive design that respects existing patterns
- A more safe, comfortable and efficient street
- Accommodation for all modes of travel
- An elevated image and character
- Balance in cost, impact and benefit
- Balance between aesthetics and technical requirements
- Integration of environmentally sensitive designs
- An adaptable and implementable plan that can be constructed over time
- We admittedly couldn't accommodate everyone's desires completely

The plan is housed in a 110 page booklet that captures the entire process

Six Forks Road Corridor Study

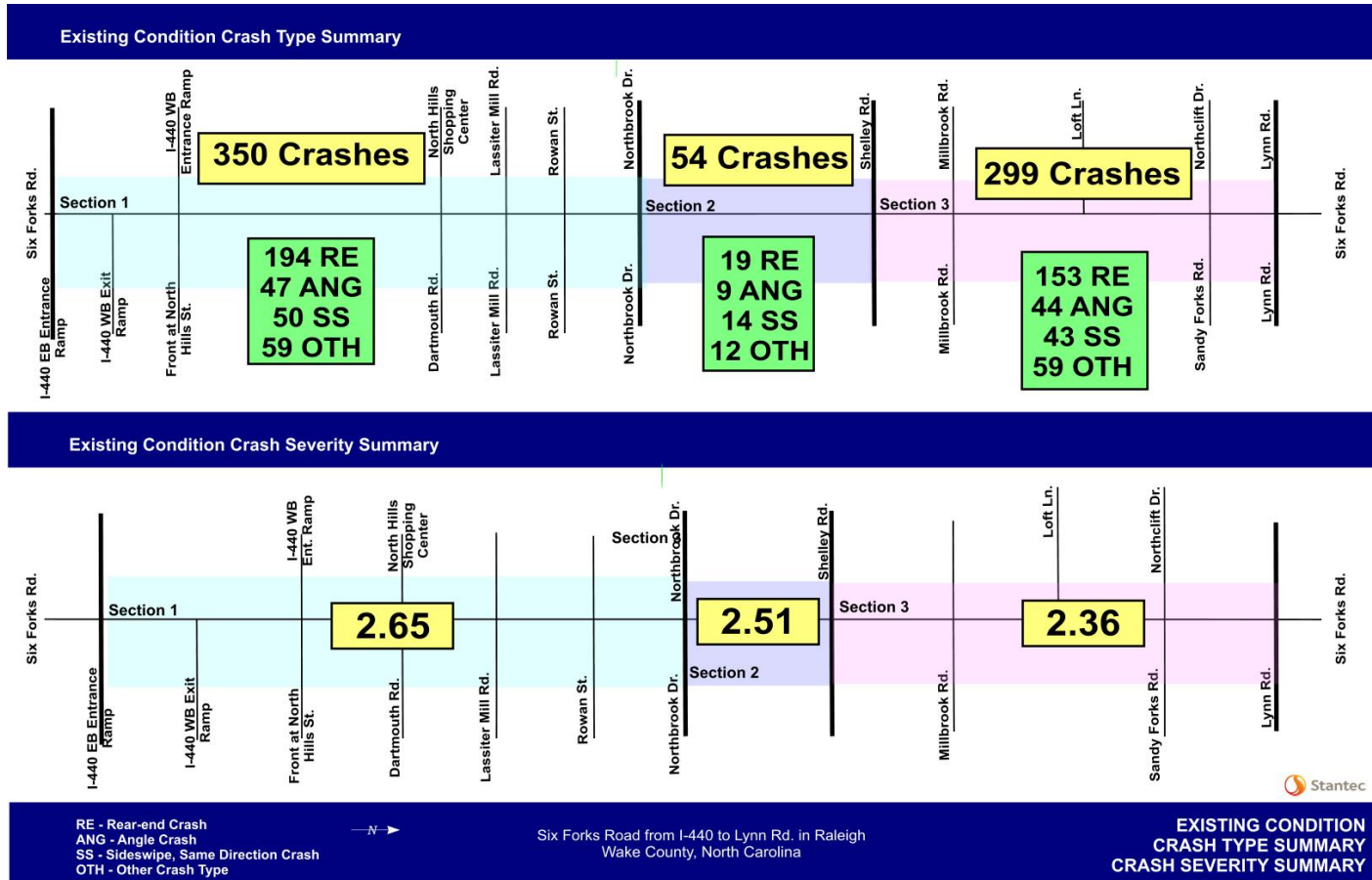
Raleigh, North Carolina

PROJECT STUDY DOCUMENT
November 2014



DESIGNWORKSHOP

We conducted professional analysis for how the current system functions for cars, bikes, pedestrians and buses



We studied the context and potential issues related to space and construction

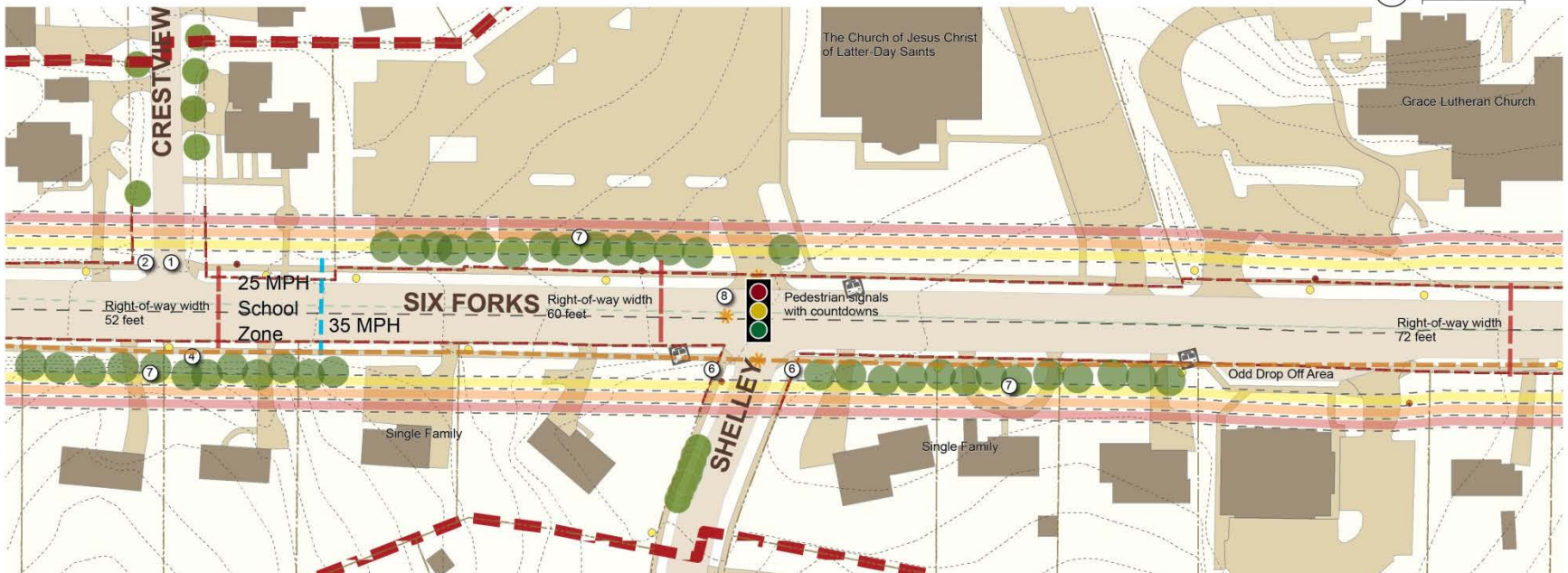
- | | |
|---|---|
| ① No existing crosswalks | ⑨ Fence |
| ② Ramps not ADA compliant | ⑩ Wall |
| ③ Power pole between sidewalk and curb | ⑪ Lighting on poles, 25' mounting height |
| ④ Narrow Sidewalk 5' or less | ⑫ Trees underneath and/or growing into power lines |
| ⑤ Wide curb cut for drive | ⑬ Irrelevant curb cut |
| ⑥ Above ground control cabinets | ⑭ Bus stop with shelter |
| ⑦ Large trees outside and on edge of right-of-way | ⑮ Topography that potentially will impact roadway expansion |
| ⑧ Crosswalk (non-high visibly) | ⑯ Median |

Legend

- Major power line route
- Current right-of-way
- Power pole
- Existing Street Trees
- Road Center Line Offsets
- ✱ Crosswalks

Notes

This middle section of the Corridor has more churches, schools and single family residential than any other section. Traffic can be briefly heavy Saturdays, Sundays and Wednesday evenings.



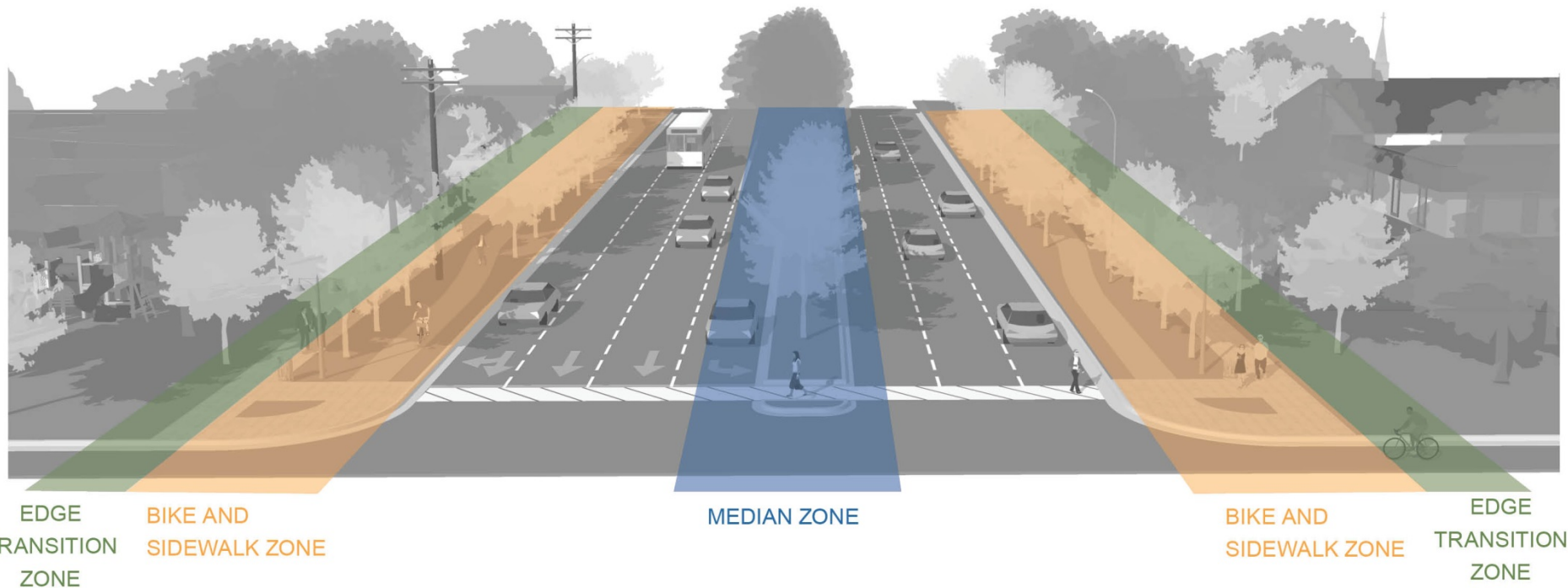
A HOLISTIC MASTER PLAN FOR THE SIX FORKS CORRIDOR

We balanced the pros and cons of various alternatives

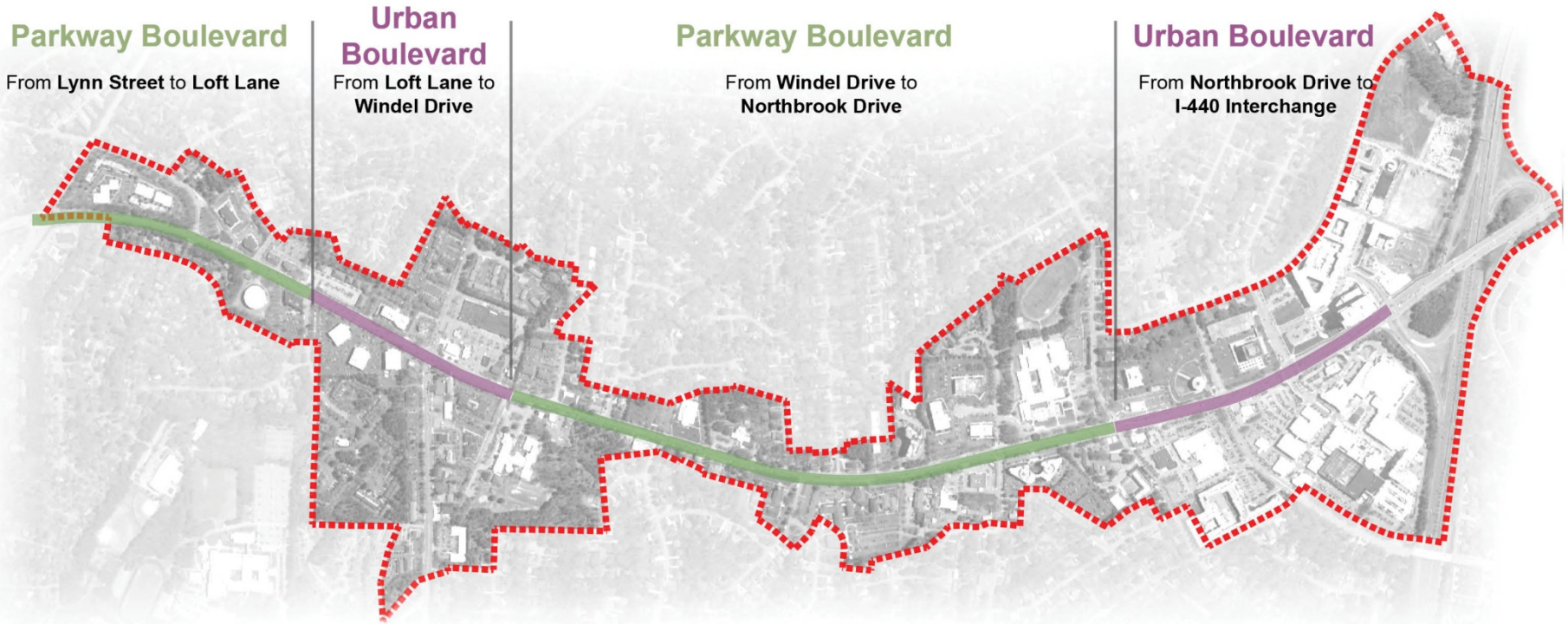
		5 Lane Section (existing condition)	6 Lane Section 106' (Maximized Efficiency)	6 Lane Section 125' (Goldilocks)	6 Lane Section 146' (Fully Loaded)
Traffic	Level of Service	The current level of service at the Millbrook Intersection is level F	All intersections would function at an acceptable LOS with a 6 lane divided cross section.	Need some of the data from Mike to discuss the Travel Time with 6 lanes	Need some of the data from Mike to discuss the Travel Time with 6 lanes
	Travel Time	The typical capacity of a 5-lane urban section is 26,000 vpd. 80% of the Corridor is currently over-capacity.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.
	Safety	Crashes along the Corridor are currently 2.8 times above the statewide average	A median divided cross section only will reduce crashes by 21%	A median divided cross section only will reduce crashes by 21%	A median divided cross section only will reduce crashes by 21%
Multimodal	Bike Infrastructure	Currently None	Minimum infrastructure, not likely to encourage new cyclists, but will accommodate existing cyclists	Buffered bike lanes will give more space between cyclist and traffic, larger sidewalks will accommodate families with small children	Two-way cycle track on either side of the street allows for cyclists to have their own street for riding the Corridor
	Pedestrian Infrastructure	Sidewalks are narrow and close to the road, but are continuous along the entire Corridor except for one block	Aside from adding the missing sidewalk section, sidewalk will maintain the size and distance from street	Wider sidewalks and potential street trees will create a more comfortable pedestrian experience	Wider sidewalks and potential street trees will create a more comfortable pedestrian experience
	Transit Infrastructure	Changing lane configurations make navigating bus difficult, many stops but only a couple shelters	Outside lane can be signed and marked for frequent transit stops, advocating slower speeds, section does not accommodate future rail or BRT	Simplified cross-section will make bus travel easier, section does accommodate minimum space for future rail or BRT	Simplified cross-section will make bus travel easier, section does accommodate preferred space for future rail or BRT
Neighborhood Concerns	Aesthetics and Character	Minimal space for improvement, existing aesthetic condition not rated very high by the public	Minimal space for improvement, existing aesthetic condition not rated very high by the public	Increased space for landscape allows for opportunity to plant street trees and roadside plantings	Increased space for landscape allows for street trees at the edges and center of the median
	Edge Impact	Little to no impact	Minimal impact	Moderate impact	Major impact, significant right-of-way requirements
	Connectivity	Free flow connectivity makes access easy for vehicles but creates a more chaotic environment for motorists and pedestrians alike	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians
Economic Impacts	Real Estate Value	No investment, properties will continue to develop at the current status quo	Minimal investment, likely to deliver minimal gain do to the lack in perceived change and priority	Moderate investment, moderate to major return	Major investment, likely major return over a long period of time
	Business Accessibility	Business access will not be impacted, perceptions of difficult right and left turns will continue	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection
	Cost	Minimal Cost	Moderate Cost	Moderate to Major Cost	Major ROW and Construction costs

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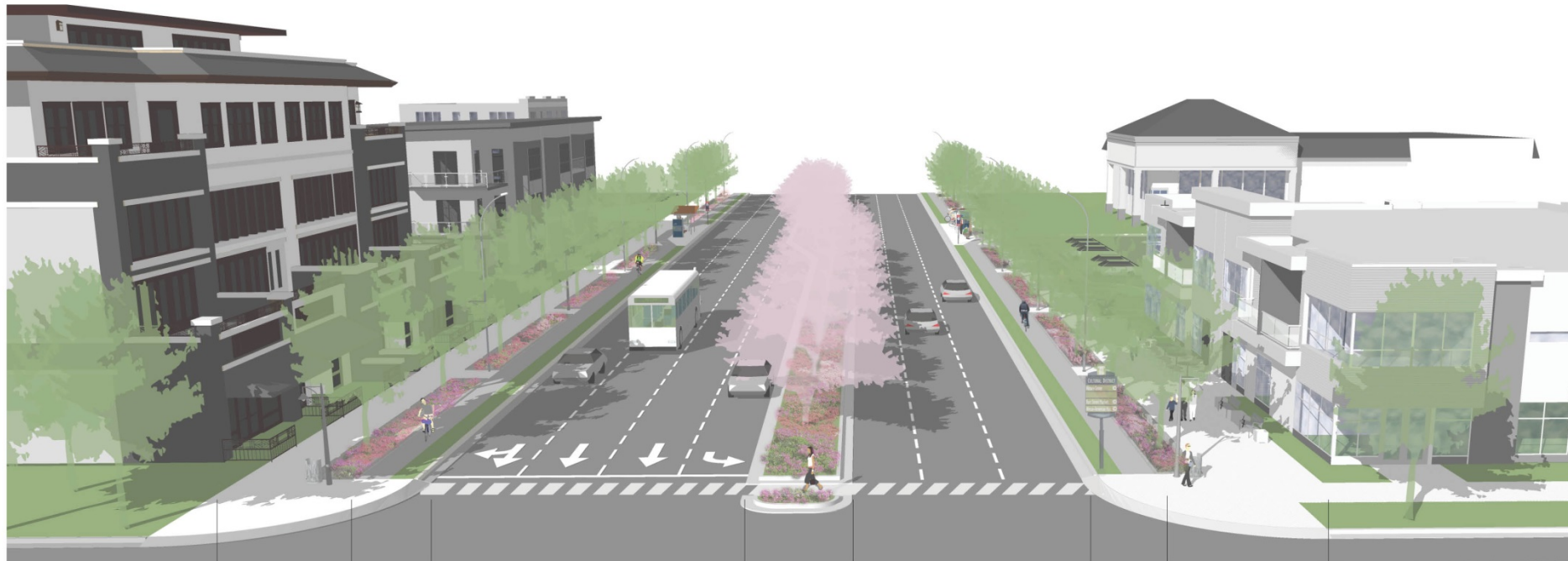
We accommodated all modes of travel in appropriately sized facilities that meet with demand; created safe, separated zones for bike and pedestrians; provided a landscaped median and created designs for the edge conditions



We created a streetscape character that is sensitive to the context it goes through



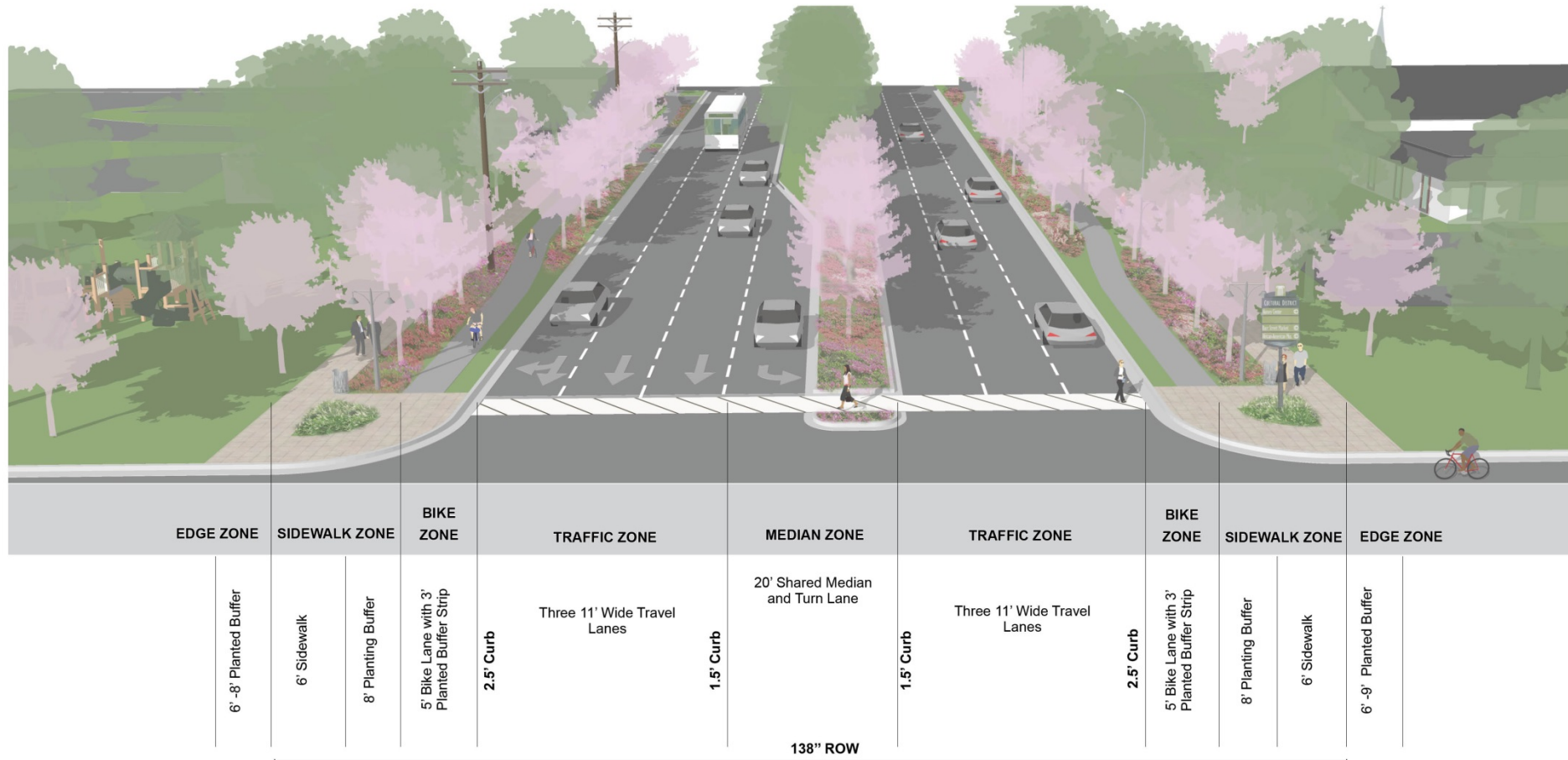
Which included a more urbanized streetscape in some portions



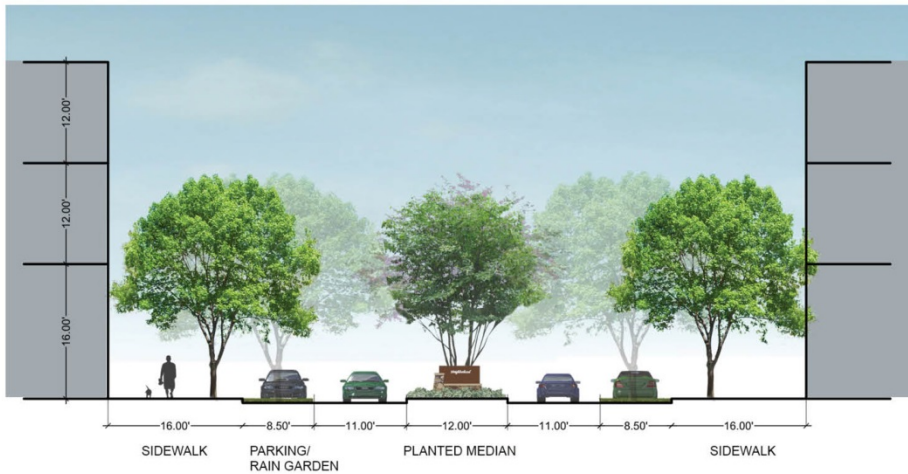
EDGE TRANSITION ZONE		SIDEWALK ZONE		BIKE ZONE	TRAFFIC ZONE	MEDIAN ZONE	TRAFFIC ZONE	BIKE ZONE	SIDEWALK ZONE	EDGE TRANSITION ZONE	
	6' Minimum Planted Buffer and/or Pavement Extension		6' Sidewalk	5' Bike Lane with 3' Planted Buffer Strip	2.5' Curb Three 11' Wide Travel Lanes	1.5' Curb 11' Median and 11' Turn Lane Zone Optional Pedestrian Refuge Island	1.5' Curb Three 11' Wide Travel Lanes	2.5' Curb 5' Bike Lane with 3' Planted Buffer Strip	6' Planting Buffer	6' Sidewalk	6' Minimum Planted Buffer and/or Pavement Extension

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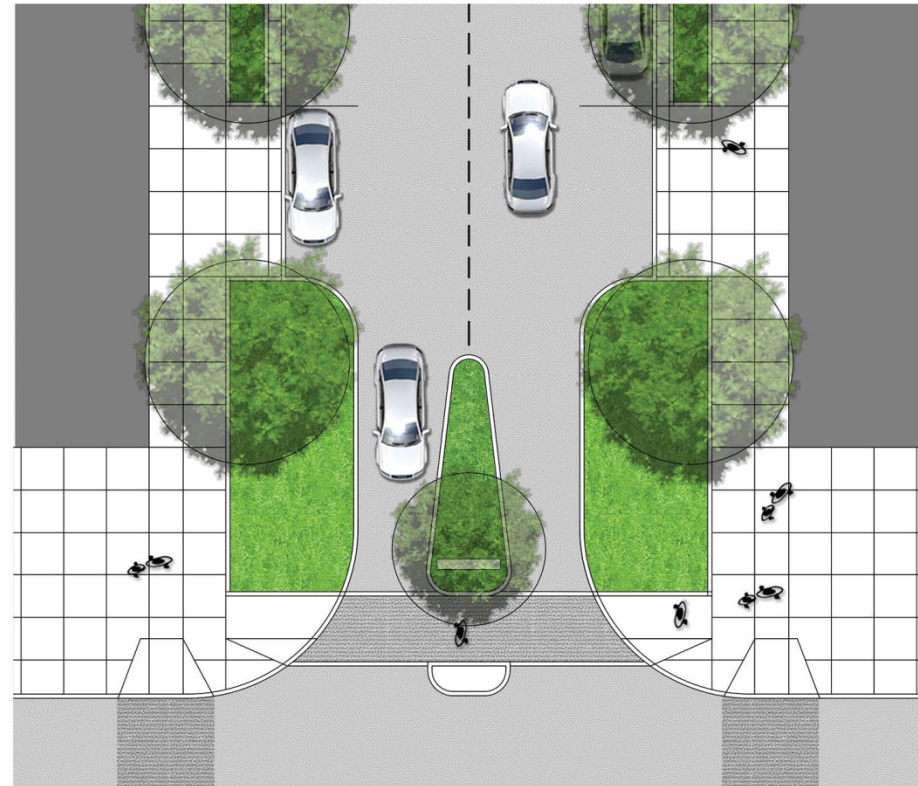
And a more parkland style streetscape in other portions



We created gateway plans for streets that access neighborhoods that promote pedestrian scale, neighborhood identity and traffic calming



Urban Boulevard Neighborhood Entry



Urban Boulevard Neighborhood Entry

Neighborhood gateways create places for artistic expression

We planned for new and attractive bus stops that have signage, furniture, shelter and have logically spaced them along the corridor to promote their use



Bus shelters become places for artistic expression

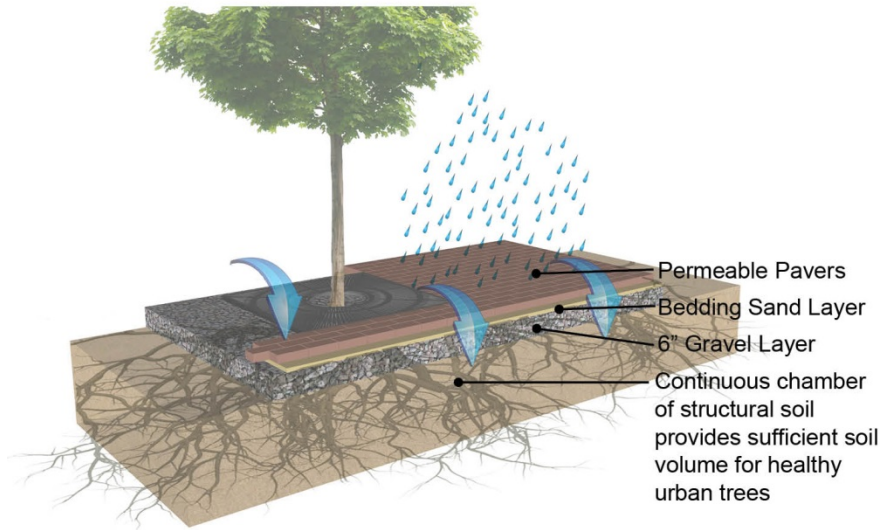


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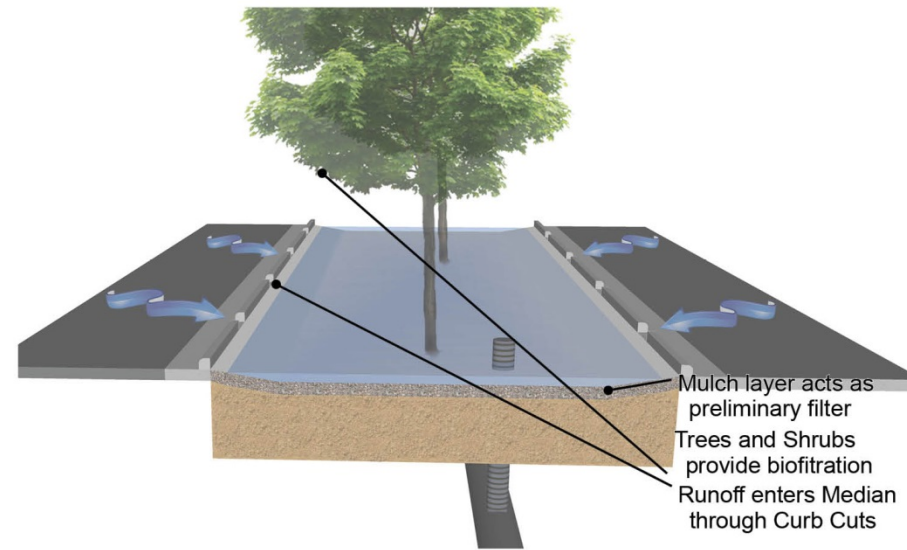
We created a plan for safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes and a “strollway” that links properties together behind the corridor



We provided designs that promote environment responsibility – particularly in the way that storm water is managed



Permeable Pavers in Sidewalk Zone

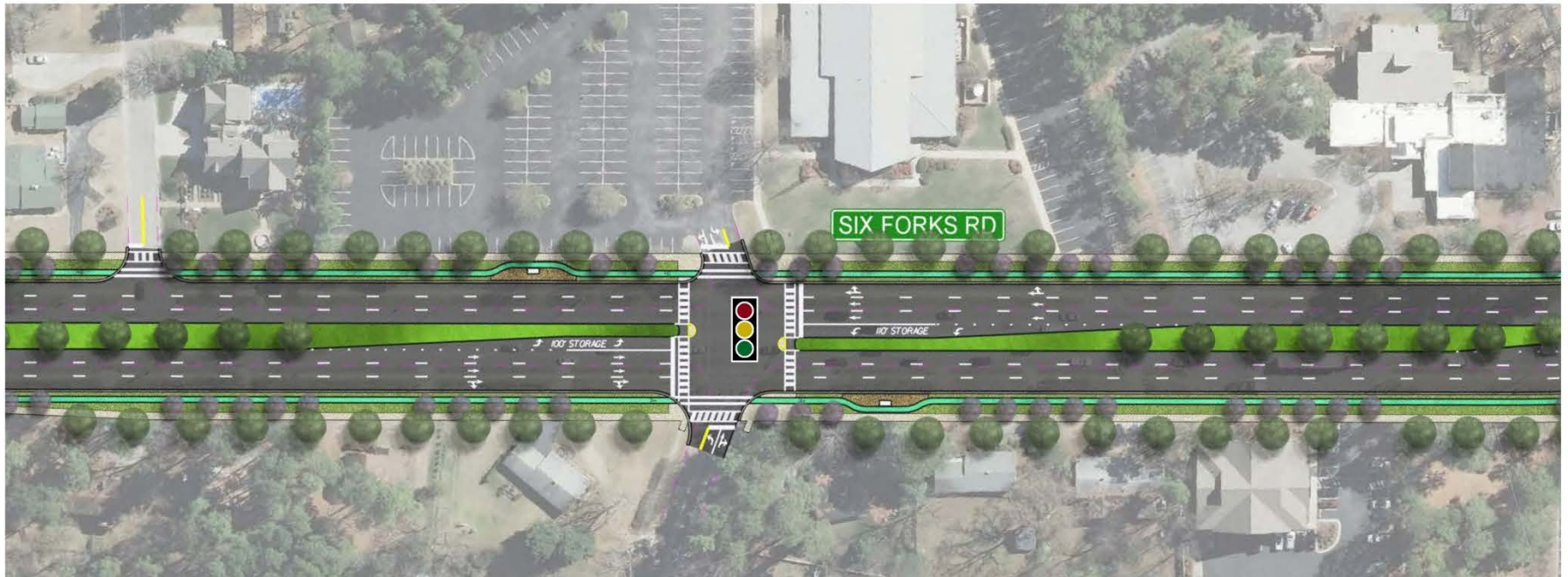


20' Median with Stormwater Storage and Treatment Capabilities

We created planning frameworks to guide future redevelopment



And we created block by block plans
to guide implementation



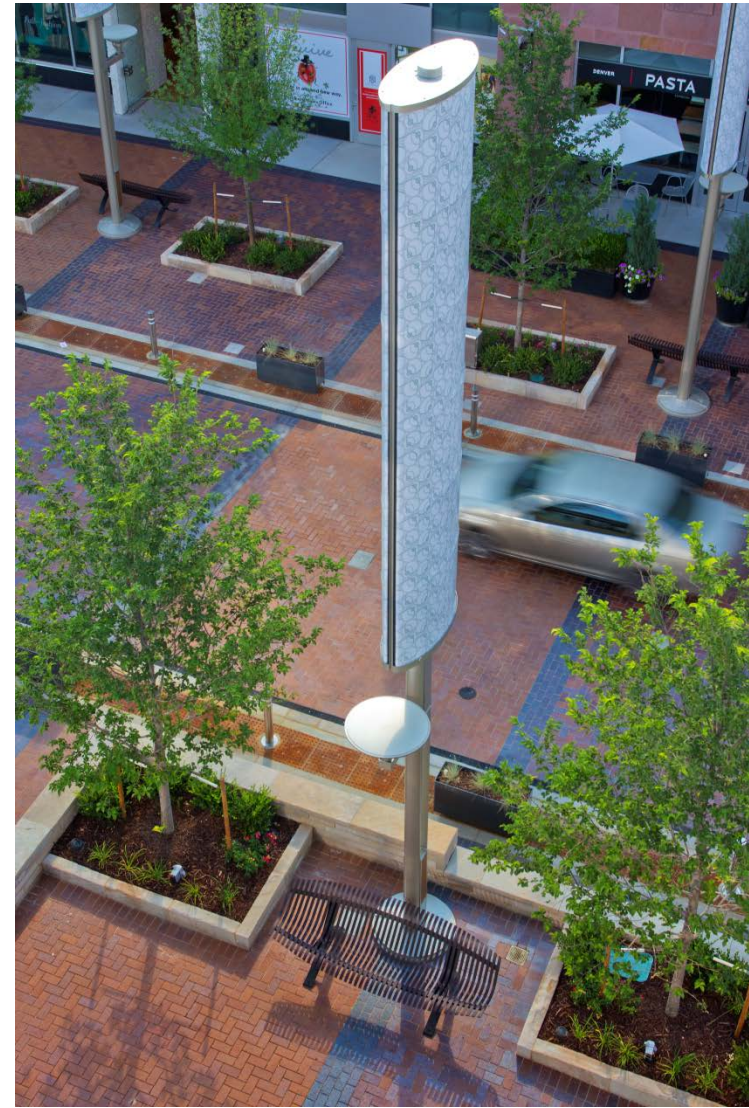
Vehicular level of service increases from D/F to C/D

Pedestrian level of service increases from D/E to C

Bicycle level of service increases from E to B

Transit level of service increases from E/F to B/C

Finally, we made recommendations about materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces



Measures of Success

- 3X the area for bikes, pedestrians and streetscape
- Consistent lanes, with only a 26% increase in asphalt roadway paving
- 10 new high quality bus shelters
- 52 high visibility crosswalks
- Over 4 miles of grade separated bike lanes
- Over 4 miles of new wider sidewalks
- Almost 8 million gallons of water quality treatment
- Three new traffic signals
- Locations for over 700 canopy and flowering trees
- Over 3 acres of planted medians
- Plans for 10 neighborhood gateway
- Measurable increase in LOS for cars, bikes, pedestrian and transit

Next Steps

- Taking public comments through end of February
- Draft plan and information on how to comment available on City's website – www.raleighnc.gov – Keyword Six Forks Corridor
- Sign up project communications via MyRaleigh Subscriptions
- Presentations at upcoming meetings:
 - COR Appearance Commission – 2/5/15
 - North CAC – 2/5/15
 - Midtown CAC – 2/9/15
 - COR Planning Commission – 2/24/15
- Revised draft plan with implementation plan and cost estimates
- Present to City Council